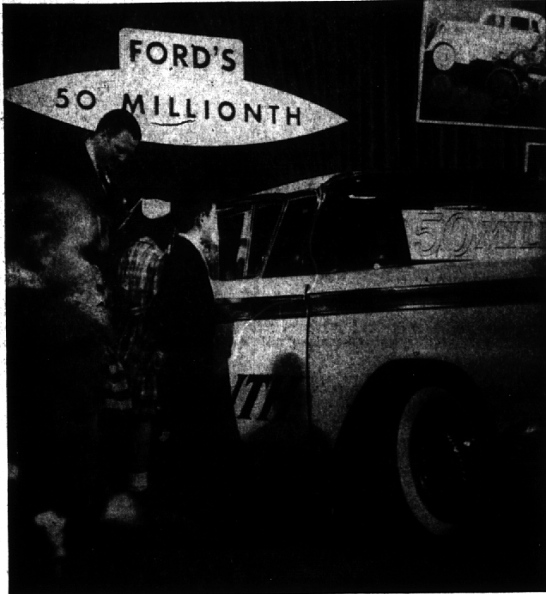


Ford's 50 Millionth Comes Off the Line



Chairman of the Board Ernest R. Breech of Bloomfield township completed his brief remarks, stepped off the stage, and listened to young Ford.

Ford Motor Co. President Henry Ford II and several dozen Marquette elementary school children take a close look at the 50 millionth vehicle to come off the Dearborn plant assembly line. It was a white, gold-trimmed Galaxie Town Sedan that now will go into the Ford museum along with other company milestone vehicles, including the first one produced at the plant on Oct. 27, 1927, a Model A. The school children happened to be touring the plant last week Wednesday, and enthusiastically became part of the "program" which company officials had arranged for the press.

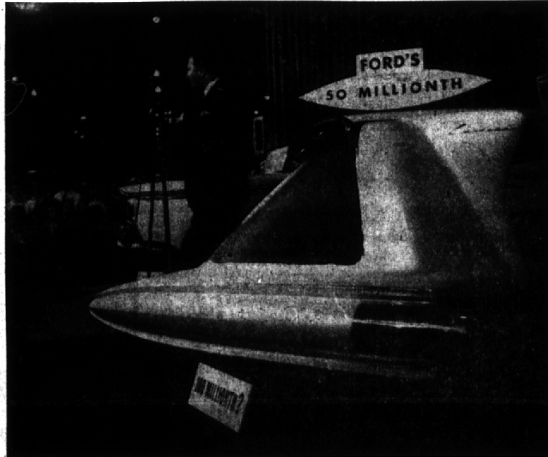
Photo Story by George Wm. Averill



On the Line

Here's the 50 millionth about 10 minutes from the end of the assembly line. From front, sides and bottom, workers put it together just like the other 8,000 cars and trucks which rolled off the Ford lines on April 29.

Ford congratulates Ford Division General Manager and Company Vice President James O. Wright, 1600 Wing Lake road, Bloomfield township. One schoolboy is more impressed with what he's found at left, the first Ford car produced in 1903.



Will it come off the line right on time? seems to be the concern of Ford and Plant Manager Owen T. Blunt, 3839 Burning Tree drive, Bloomfield twp. The pair were walking toward the end of the assembly line for the short ceremony.

Young Ford said he won't predict the shape of things to come—but it might look something like the Levacar, to which he gestures. It's an experimental model that rides on a cushion of air.

The flag of the United States was raised in 1820, replacing this last British flag on U. S. soil. Pioneers portaged their canoes around the rapids until the Northwest Fur Company built a small lock on the Canadian side in 1797. During the War of 1812, U. S. troops destroyed this lock and vessels were again portaged until 1855 when the state locks were opened with Congressional aid.

THE FIRST VESSEL through the locks was the brig "Columbia" with 132 tons of iron ore on board. Now about 90 ships a day, about 70 of them freighters, use the locks. A modern freighter carries about 15,000 tons—equal to 300 railway carloads. Total tonnage for the locks' first 100 years was in excess of four billion tons.

Soo Locks Busy Place In Season

More shipping tonnage passes through the Soo Locks during the average eight-month season than the combined tonnage passed by the Panama and Suez Canals in one year.

So it's no wonder that the locks were picked as the state's third top tourist attraction in a survey of University of Michigan faculty and staff members, ranking behind the Mackinac Bridge and the colossal Rouge auto plant.

This area of the St. Mary's River, between Lakes Superior and Michigan long has been historically important. Before the days of the locks, the Ojibway Indians called the spot Bawating. "The Rapids," according to Associate Prof. Harry Benford of the Department of Naval Architecture and Marine Engineering.

In 1871 it was claimed for France, and not quite a century later, in 1762, the British took over.

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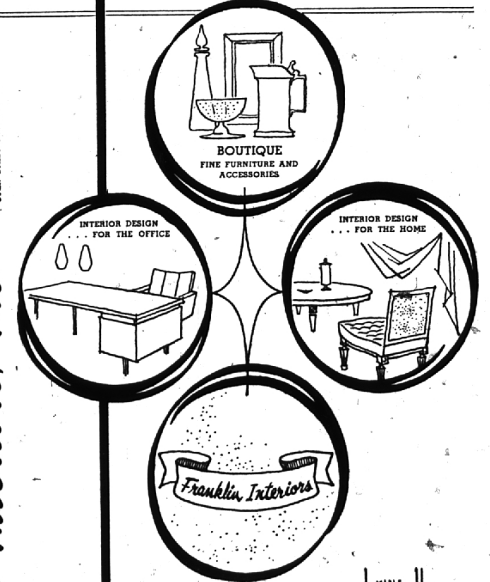
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